

HUDSON SUPER SIX WINS FAVOR

One of the many who have waxed enthusiastic over the famous "Super-Six" left the Hudson booth at the auto show, and stepped over to the main offices of the Hudson Sales company with Cal Messner, to sign up, leaving his little girl in care of one of the sales force. He was gone quite a while, and, thinking to comfort her, the salesman remarked: "You mustn't worry; he'll be along soon."

"You bet he'll be back," said the little girl.

"Why are you so sure?" teased the salesman.

"Supper at Six," was the conclusive reply, with a gesture toward the sign above her.

The Hudson Super-Six "Sedan," shown for the Hudson Sales company of Phoenix, is making a strong appeal to motorists. The car is a masterpiece in design, and its adaptability to year-round touring is especially desirable in Arizona. It is pleasant to contemplate the touring "Sedan's" suggestion of sheltering comfort during the winter seasons, and the same thought conveys a sense of its possibilities as a car quickly converted into an airy, clear-view touring car for the glorious long days of perfect weather for motoring.

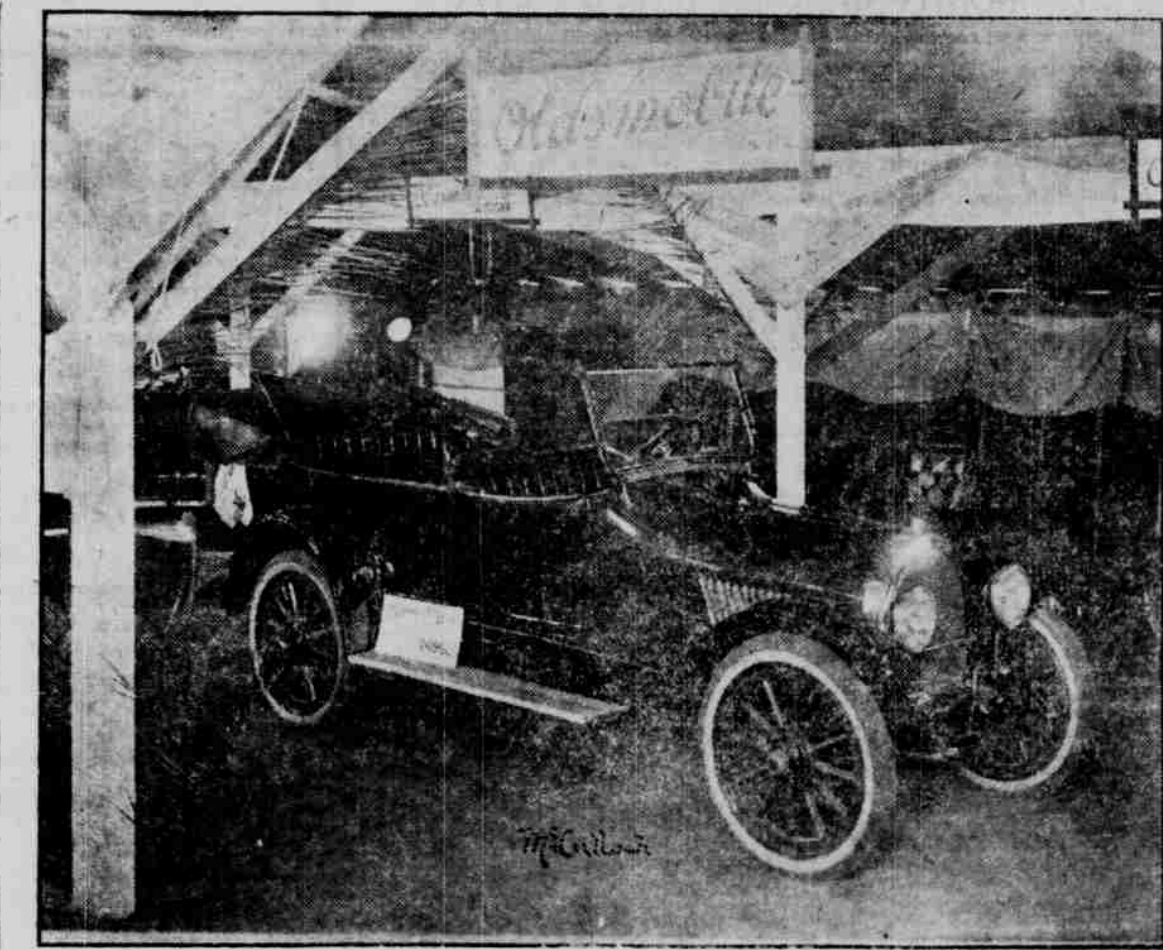
The two-cars-in-one idea is becoming more and more popular because it realizes its mission. It is both the ideal enclosed car and the perfect touring car. The transformation is easily and quickly accomplished. As a closed car it looks the part. Converted into an open touring car it does not suggest its dual role. Always it is a handsome, big car, delightful and comfortable.

One can hardly fancy a car of more refinement, however, critically viewed. Its equipment is the personification of tests and elegance. It instantly gains the approving eye of the prospective lady driver. The windows drop into the doors in a moment, leaving nothing to obstruct the view. Seats for seven, two of them disappearing, are provided.

This all-season car has more to recommend it, however, than its looks and adaptability. Of primary importance is the Super-Six motor, which has demonstrated such unprecedented power and endurance as to revolutionize all previous conceptions of motor car possibilities.

ALASKA MAIL IS CARRIED IN CAR

In yonder territorial Alaska, where winter winds snap and smart whistling, there's a big Jeffrey Quad helping to solve the region's transportation problems. It is—but we'll let the Wells Fargo Messenger (No-



OLDSMOBILE SHOWS REGAL SIMPLICITY IN HARMONIOUS SETTING.

ember issue) tell the story, said W. W. McArthur yesterday.

"Motor trucks have now taken the place alongside of the sled and the dog team in solving transportation problems in sections of Alaska now reachable by rail. The auto stage is used after the close of navigation on the Yukon river between Fairbanks and Chitina, a distance of 350 miles.

"For the motorist in the mother country a trip of 300 miles in an open stage is considered quite a rigorous undertaking, but apparently the Alaskans don't mind it, and it must be recalled that this great territory is by no means a land of ice and snow. As one lecturer recently stated, motor cars are to be seen on Broadway, New York, in summer than are used in all of Alaska in winter.

"The auto stage, which carries the Wells Fargo express, is operated by the Northern Commercial company, and is used before the heavy snow makes travel between Fairbanks and Chitina difficult. During extremely bad weather and heavy snowfalls the body of this truck is placed with runners and hauled with horses over the trail.

"This route goes over two mountain ranges and crosses numerous glacier streams, which, of course, have to be forded, as there are practically no bridges along the way.

"We handle our express shipment on this stage from Fairbanks to Chitina, thence over the Roover River & Northwestern railroad to Cordova,

REPAIR HINTS FOR AUTOISTS

"Many repairmen in repairing a 'pin-hole' puncture use a patch several times larger than the injury. This requires very heavy pressure to obtain a smooth surface," said Jack Smith, local vulcanizer yesterday.

There is much better way. Trim the hole just enough to remove all ragged edges, but enlarge it as little as possible. Clean thoroughly and cement.

When the cement has dried, force a small thread of gum through the hole with an awl, trimming flush on the outside. In curing use just enough pressure to hold the tube firmly on the tube, connecting with the ocean steamship lines for Seattle.

"Assistant Superintendent T. H. Poole, who has recently placed in charge of our Alaskan operations, is becoming a hardened traveler, though he has not had the rigorous experience which Superintendent J. W. Hill underwent and enjoyed when he was a frequent Wells-Fargo visitor to this absorbingly interesting territory.

plate. A piece of holland or tracing cloth laid on the plate will insure a smooth surface."

MAKING AIR BAGS LAST
The life of an air bag can be greatly lengthened by observing the following rules, which have been found valuable in the Goodyear repair school.

"When the tire is placed in the mold the clamp screw should be tightened until the exact size of the tire is obtained, and then given about one-half turn. This slightly decreases the size of the cavity and relieves the strain on the air bag, in addition to giving perfect results in the cure.

"Never allow the bag to become flat as this will cause cracks in the lining. Inject a little water into the bag each week in order to keep the inside of the bag moist.

"Don't pull the bag out by the tube. Use the tape.

By observing these precautions air bags have been used for as many as 145 cures.

LAP PLIES IN SECTIONAL WORK
It is not advisable to butt the pieces of fabric in building a section, for they will draw apart in curing, due to the expansion and the flow of the gum. To make allowance for this action, lap the new ply about 1-8 inch over the old fabric.

IN THE WINTER TIME
Repair gums and fabrics received in cold weather sometimes appear

lifeless, when as a matter of fact they are merely frozen. The freezing does no harm, but it is a good plan to thaw out the repair stocks in a warm room before using.

RETREADS IN SECTIONAL MOLDS
Here is a method that will give very satisfactory results:

Cure each section one-half the regular time. After completing this operation again place the tire in the mold, lapping just half-way between the points made on the first round, and cure for the remainder of the period. In this way no portion of the tread will be overcured.

WEATHER REPORT BY AVIATOR
At the annual meeting in Edinburgh on December 12 of the Scottish Aero-

Ford
THE UNIVERSAL CAR

The world judges a man by his investments—by the evidence of good sense in investing his money to bring the greatest return. In his purchase of a Ford car your Ford owner has combined every factor of a good investment—low initial cost, small expense of upkeep, least depreciation, and largest returns in service.

Better place your order now to insure prompt delivery.

Runabout \$399.85—F.O.B. Phoenix
Touring 414.85—F.O.B. Phoenix
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FORD GARAGE

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naught security, a paper on "Weather Observations from an Airplane," by Lieut. C. K. M. Douglas, R. F. C., was read. Having been fortunate enough to be for some months this year assigned to duty among the clouds of northern France, Lieutenant Douglas has studied the formation of both stratus and cumulus clouds at close quarters, and submitted some records of the temperature and other conditions under which they developed.

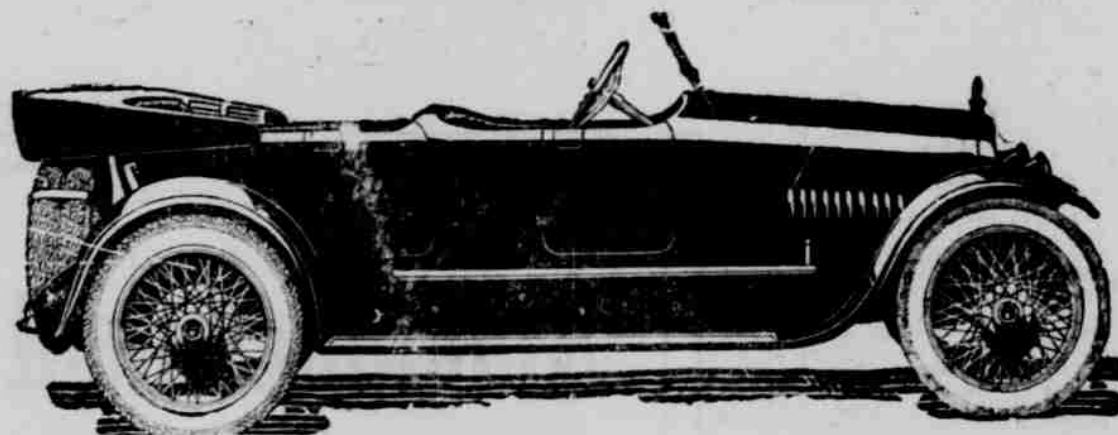
A cumulus cloud, which was the visible evidence of a stream of rising air, might give rise to a thunderstorm. Unless, however, the rate of temperature from the ground upwards was very high thunderstorms would not develop. A knowledge of the temperature gradient was thus very important in the prediction of thunders-

weather, and Lieutenant Douglas put in a plea for the use of the airplane in peace time for this purpose, as, in addition, the field of view at a height moderate for an airplane was so extensive that distant thunderstorms could be easily be observed. He himself has seen clouds one hundred miles off from a height of eight thousand feet.

The observations made had been quite secondary to observations of a military character, and represented only a very small part of what could be done for meteorology by airplane observers.—From the Scientific American.

CAUSE THY FACE TO SHINE
Now therefore, O our God, hear the prayer of thy servant, and his supplications, and cause thy face to shine upon thy sanctuary that is desolate, in a plea for the use of the airplane for the Lord's sake—Daniel ix, 17.

JORDAN



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